



# Seattle Freight Advisory Board

November 15, 2011



Port of Seattle®  
Where a sustainable world is headed.™

# Seattle's Early Days



[www.portseattle.org](http://www.portseattle.org) Centennial Timeline



# Port of Seattle – Organizational Structure



King County Voters



Commissioners

CEO



Aviation

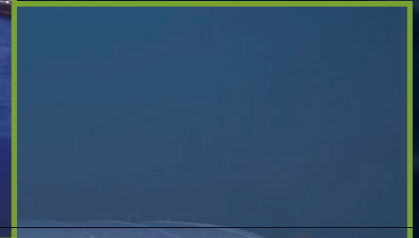
Seaport

Real Estate

Capital  
Development



# Port Lines of Business: Sea, Air, Land





# Economic Impact to the Region



Port of Seattle	Jobs	Personal Income
Direct	112,411	\$3.81 Billion
Induced/Re-spend	63,359	\$5.21 Billion
Indirect	21,219	\$727 Million
<b>Total</b>	<b>196,988</b>	<b>\$9.74 Billion</b>



\$3244 per Container  
\$1.9M per Cruise Ship



\*\*Martin Associates, 2007 Economic Impact Study of Port of Seattle

# Top Containerized Commodities



Imports	TEUs	Exports	TEUs
Furniture; Fixtures	105,662	Animal Feed, Hay, Brewer Grain	64,309
Wearing Apparel	52,787	Paper; Carbon, Crepe, Stationary	63,199
Games, Sport, Toys	47,231	Vegetables	39,318
Footwear	33,914	Logs, Lumber, Wood	37,171
Auto Parts, Motor Vehicles	32,887	Fruit	18,012
Plastic Ware	20,897	Pulps, Cellulose, Chem Wood	12,186
Hardware	20,815	Foodstuffs, Pastes, Sauces, Soups, Bulk Barley, Corn, Oat, Wheat	11,916
Miscellaneous	20,708	Sorghum	11,264
Tires; Tubes	19,800	Meat	10,438
Electric Components	16,090	Soybean; Corn Soya Milk	8,672

**\*2010 PIERS Data in TEU's over Seattle**





Pier 90/91

Pier 86

Pier 66

Terminal 46

T-18 On-Dock Rail

BNSF (SIG - North)

T-5 On-Dock Rail

Terminal 18

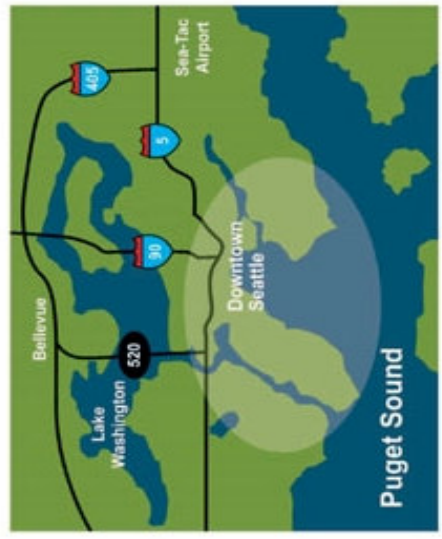
Terminal 30

BNSF (SIG - South)

Terminal 5

UPRR (ARGO)





# LEGEND OF MAP SYMBOLS

	Interstate		Freeway
	State Highway		Primary Road
	Recreational Moorage		Secondary Road
	Public Shoreline Access & Parks		Railroad

# COLOR KEY

	Container Terminals		Cruise Facilities		Industrial & Commercial Properties
	General Purpose Marine/Cargo Terminals		Fishing/Workboat, Commercial & Recreational Moorage		

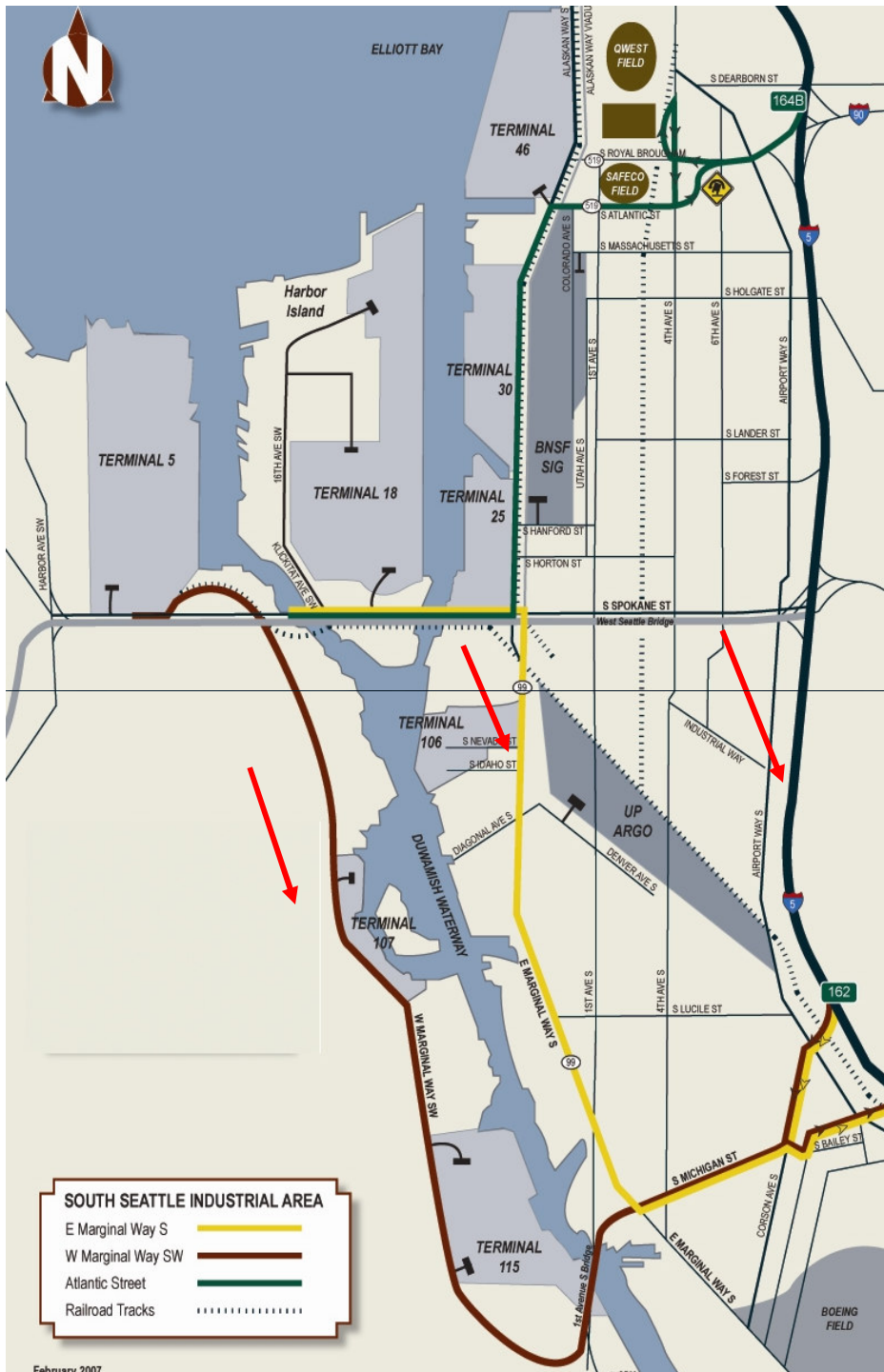




Truck Access to  
Kent/Auburn Valley via  
SR-509/SR-167 as  
alternative to I-5.

Highest concentration  
of warehouses in Kent  
& Auburn area.

Warehouse,  
Distribution &  
Transload  
Facilities



## Cargo Flow to Regional Warehouses



3 routes south out of terminal area:

- West Marginal Way
- East Marginal Way
- I-5

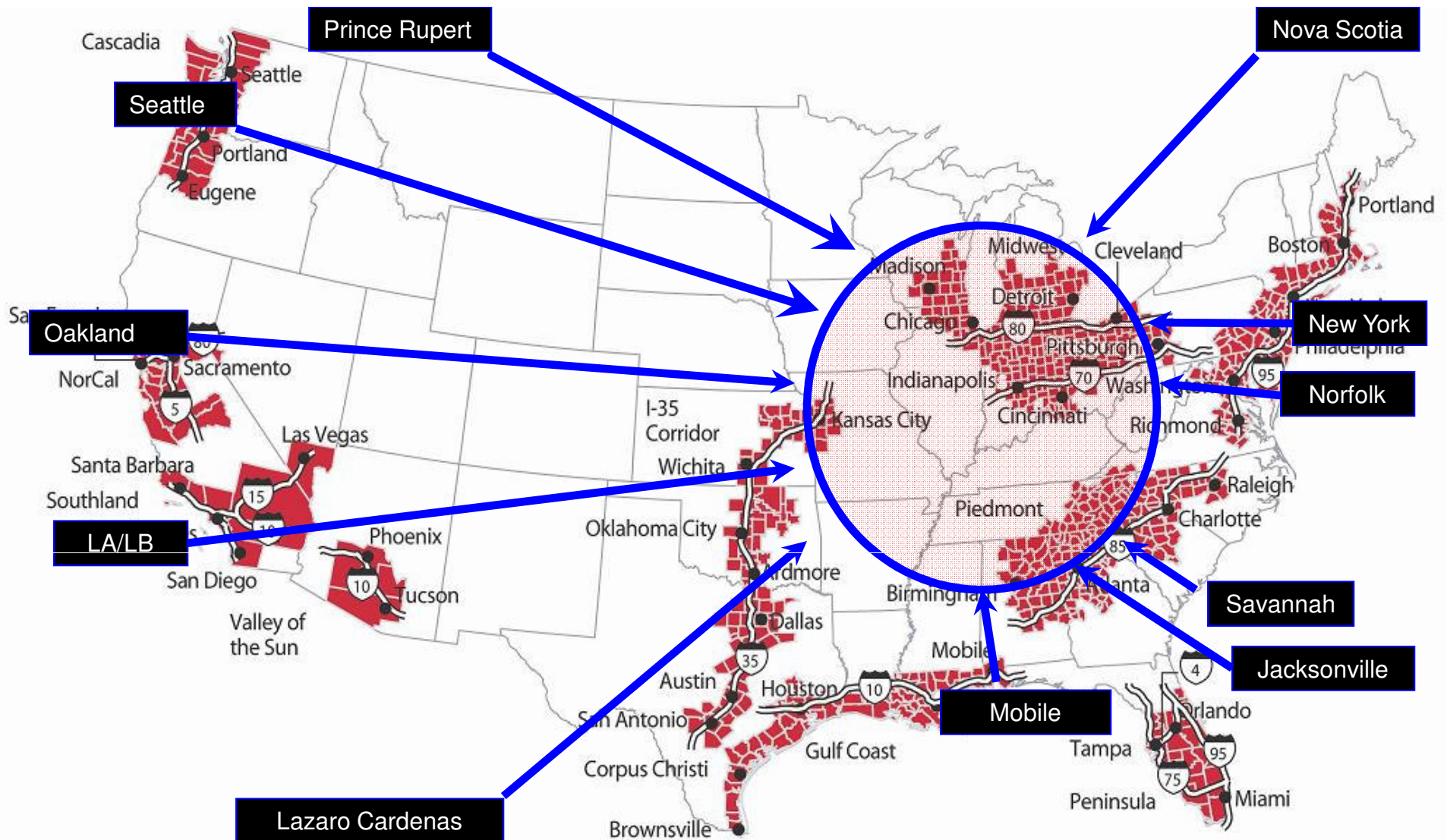
Ample and reliable port trucking resources

Upgraded road infrastructure

Upgraded traffic signal timing & cameras

City	Miles/km	Time
Kent	16/26	25 mins
Auburn	24/39	25 mins
Sumner	31/49	45 mins





70% of our cargo moves inland. We face fierce competition for this market.

# Canada's Gateway & Corridor Initiative Targets U.S. Midwest Cities





# Ships are Getting Bigger

And we must handle them to remain competitive



ZIM Djibouti – 10,000 TEU's

# Infrastructure for Large Ships

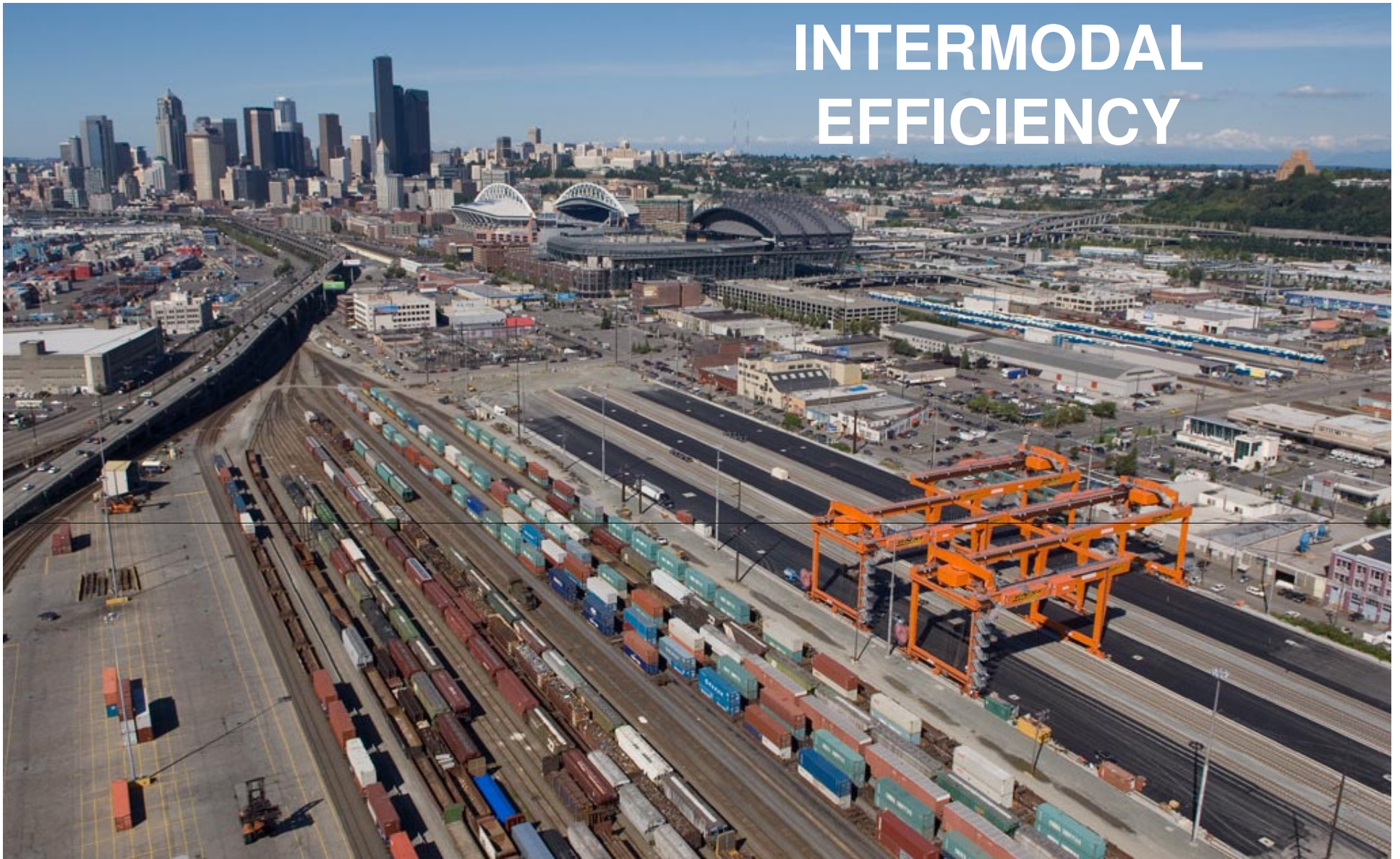


To handle large ships a port needs both deep draft and cranes that are tall enough and reach wide enough.

Infrastructure to support movement of containers after they leave the terminal is also needed.



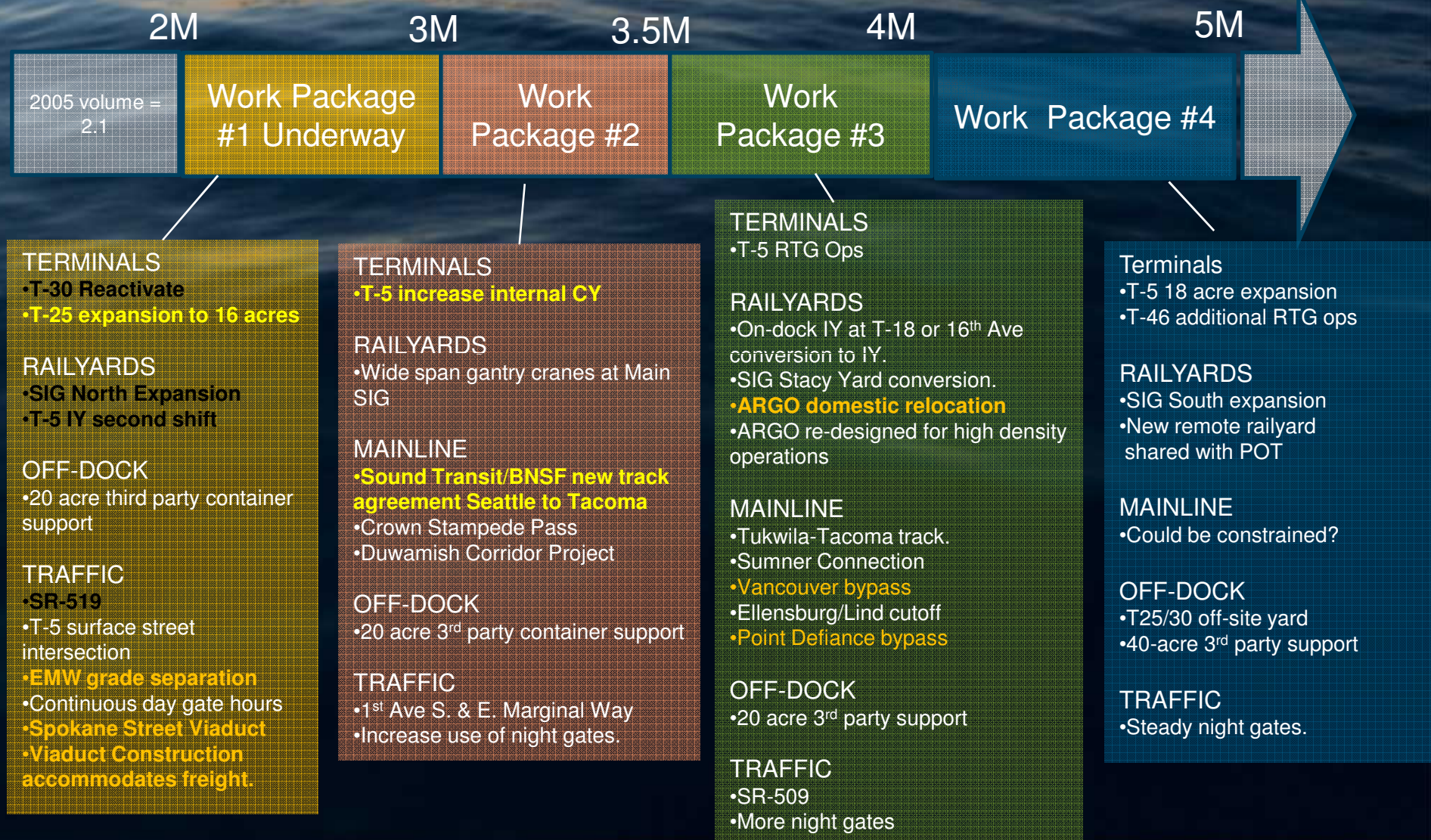
# INTERMODAL EFFICIENCY



A combination of on-dock and near-dock rail yards provide service for rail cargo but a challenge if competing with commuter traffic.



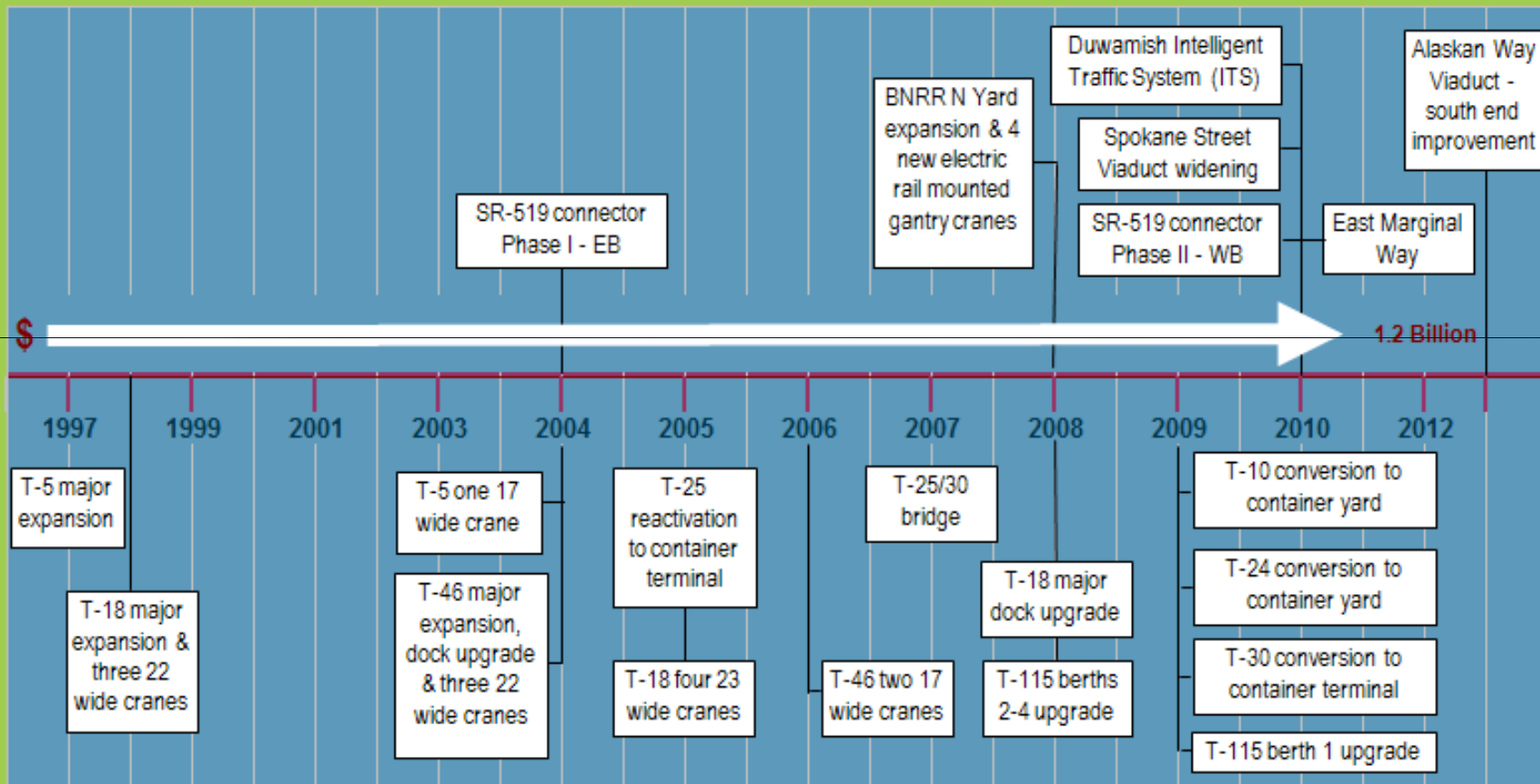
# Container Capacity Growth Plan





# Seaport Project Investment Timeline

## Roads & Rail



## Terminals





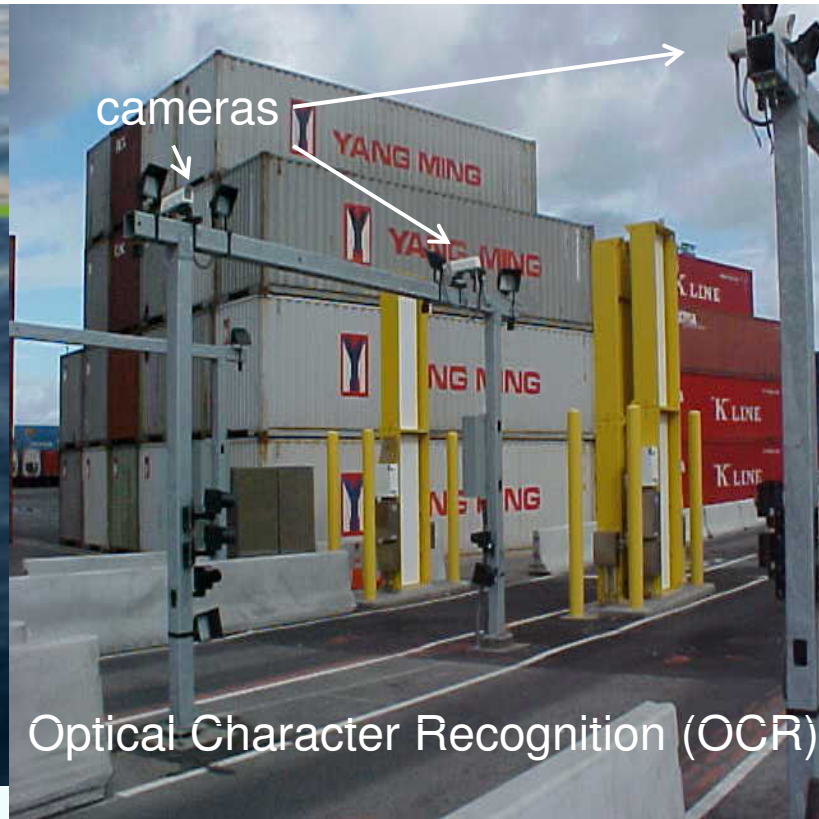
# New Truck Ramp for Better T-46 Access

Terminal 46

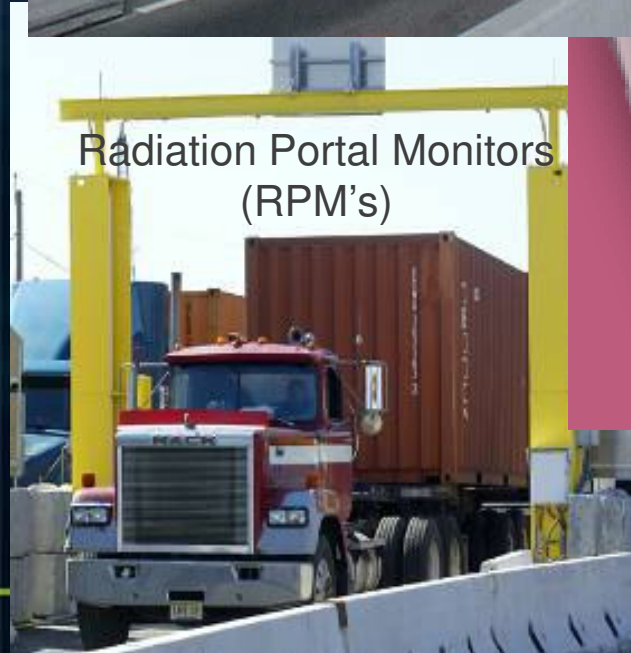
**Proposed Conceptual Design**



# Technology Improvements for Terminal Efficiency



Rubber Tired Gantry Crane (RTG)





# Governor's Ports Initiative



2009 Legislation:

Defines Ports as Essential Public Facilities

Identifies key corridors in local & state transportation plans

Requires Marine Container Port Element in City Comprehensive Plans



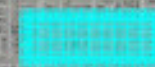
# Manufacturing Industrial Center

## Inventory of Businesses Linked to the Port of Seattle in the Duwamish Manufacturing / Industrial Center

WORKING DRAFT July 26, 2010



Businesses Engaged in Importing or  
Exporting

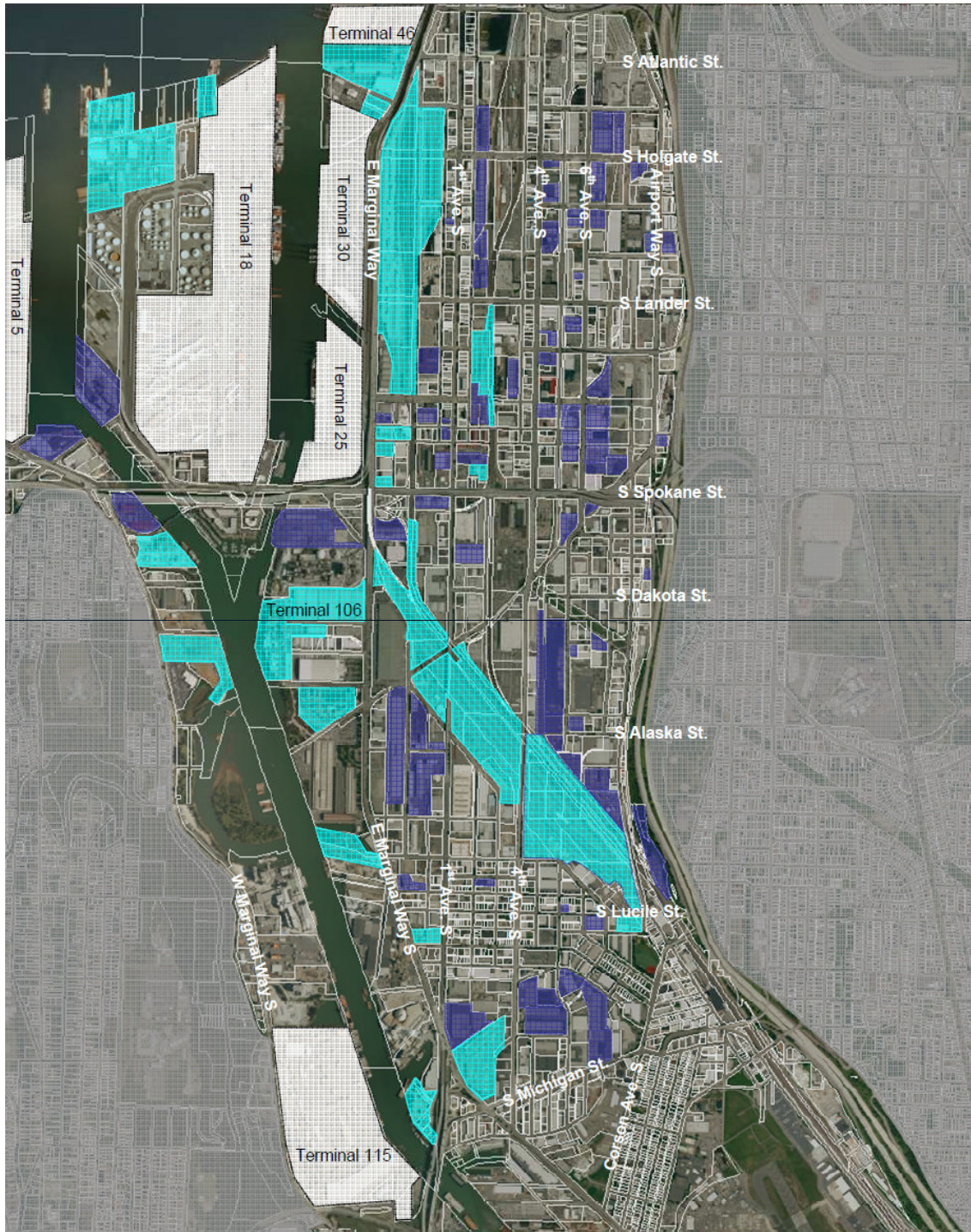


Services to Operation of the Port

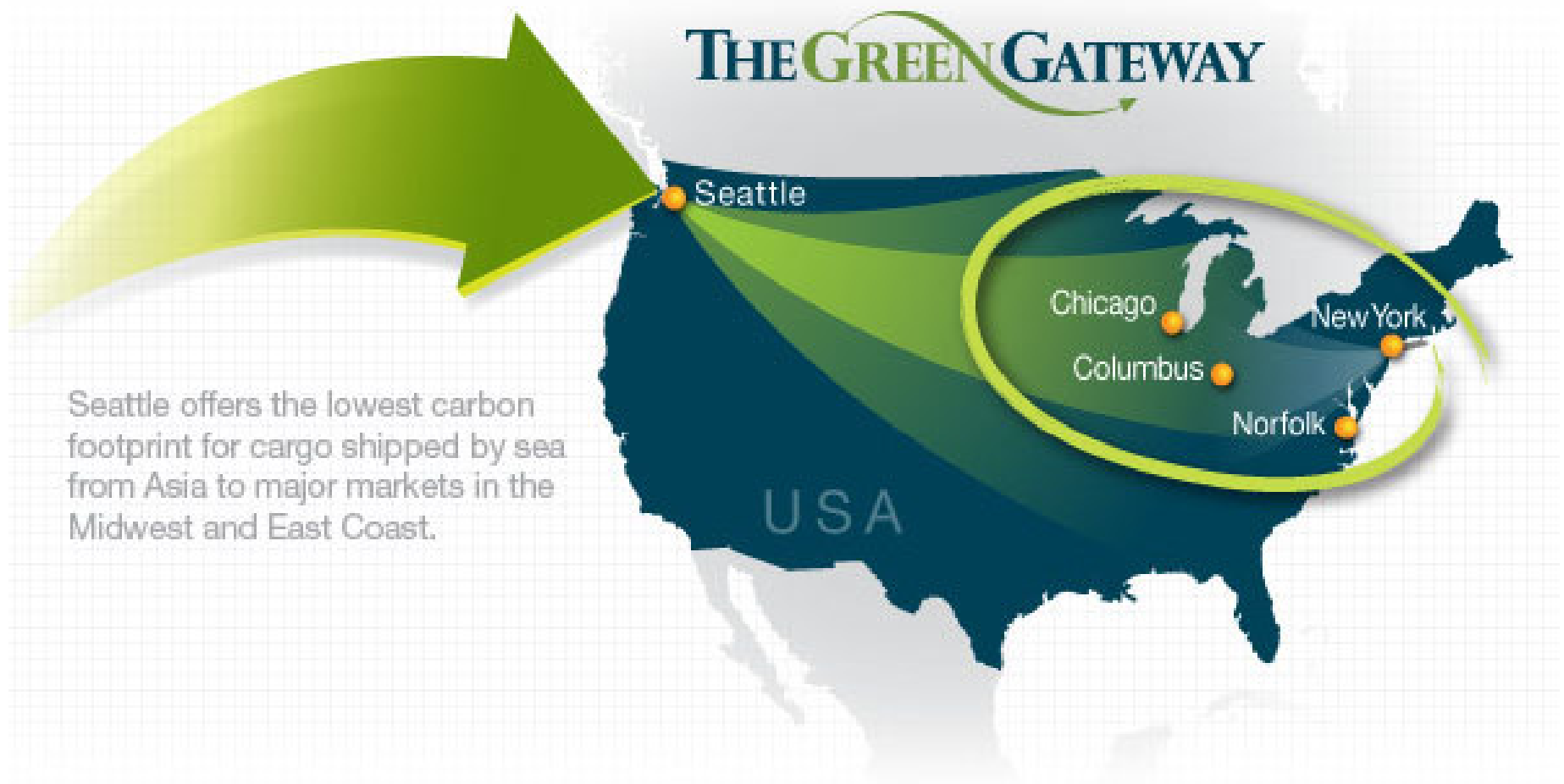


Port of Seattle Cargo Terminals

Disclaimer: The information shown on this map is for planning purposes only. The Port of Seattle makes no  
warranties, real or implied, as to the accuracy of this information.



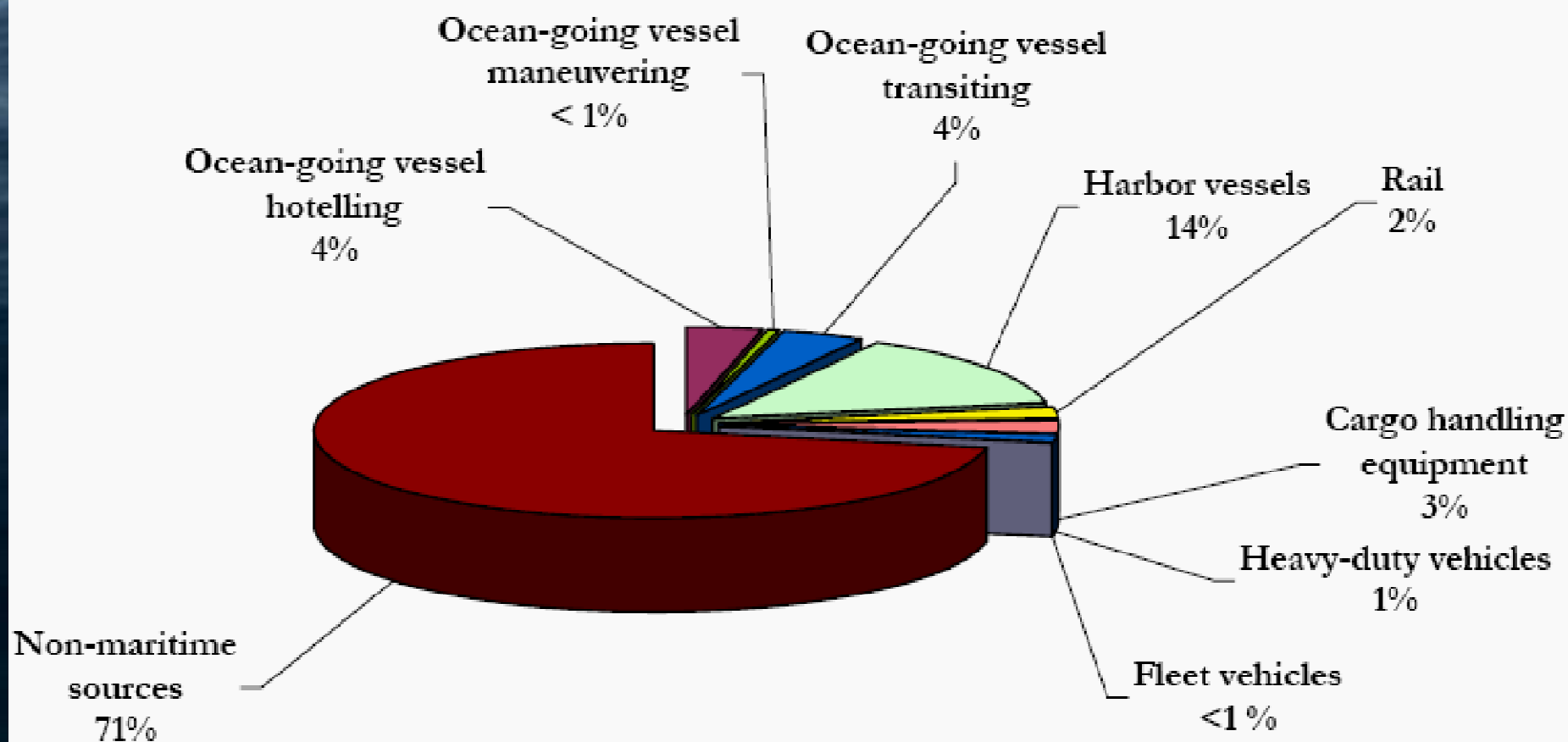




Carbon Footprint Study for the North American Intermodal Market  
Herbert Engineering Corporation 2011



# 2005 Diesel Particulate Matter Puget Sound Clean Air Agency Region



Update will be released in 2012



# Ocean Going Vessels

Shore Power at 2 Cruise Berths

At-Berth Clean (ABC) Fuels incentive Program

- \$1200-\$2850 incentive for use of  $< 0.5\%$  sulfur fuel in auxiliary engines
- 10 Participating Lines
- 2011: 303 Vessels (through 3<sup>rd</sup> Qtr)
- 2010: 400 Vessels
- 2009: 235 Vessels

Green Gateway Partners

Recognizes carriers for environmental vessel Improvements over and above ABC Fuels.



# Clean Truck Program



Our program was developed collaboratively with business stakeholders and successfully rolled out on January 1, 2011

- Model year 1994 or newer engines
- Terminal Operators administer
- Drayage Truck Registry
- 2007 or newer trucks by 2015



## ScRAPs

- \$5,000 incentive to remove pre-1994 trucks
- 280 trucks scrapped and recycled
- Program sunset on 1/31/11







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# Thank you!